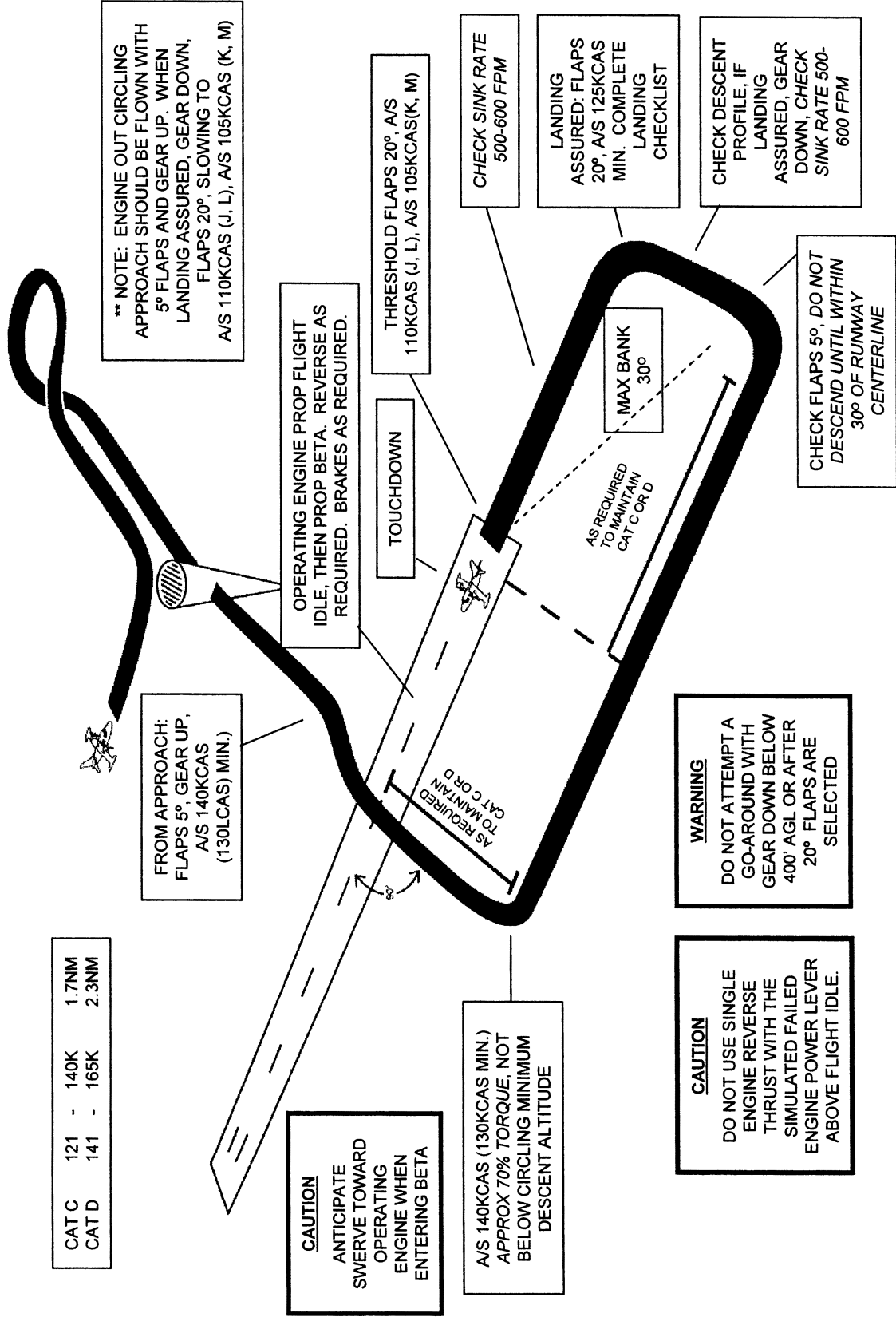


ONE ENGINE INOPERATIVE CIRCLING APPROACH AT WEATHER MINIMUMS



CAT C	121 - 140K	1.7NM
CAT D	141 - 165K	2.3NM

**** NOTE: ENGINE OUT CIRCLING APPROACH SHOULD BE FLOWN WITH 5° FLAPS AND GEAR UP. WHEN LANDING ASSURED, GEAR DOWN, FLAPS 20°, SLOWING TO A/S 110KCAS (J, L), A/S 105KCAS (K, M)**

FROM APPROACH: FLAPS 5°, GEAR UP, A/S 140KCAS (130LCAS) MIN.)

OPERATING ENGINE PROP FLIGHT IDLE, THEN PROP BETA. REVERSE AS REQUIRED. BRAKES AS REQUIRED.

TOUCHDOWN

THRESHOLD FLAPS 20°, A/S 110KCAS (J, L), A/S 105KCAS (K, M)

A/S 140KCAS (130KCAS MIN.) APPROX 70% TORQUE, NOT BELOW CIRCLING MINIMUM DESCENT ALTITUDE

CHECK SINK RATE 500-600 FPM

LANDING ASSURED: FLAPS 20°, A/S 125KCAS MIN. COMPLETE LANDING CHECKLIST

CHECK DESCENT PROFILE, IF LANDING ASSURED, GEAR DOWN, CHECK SINK RATE 500-600 FPM

MAX BANK 30°

AS REQUIRED TO MAINTAIN CAT C OR D

CHECK FLAPS 5°, DO NOT DESCEND UNTIL WITHIN 30° OF RUNWAY CENTERLINE

CAUTION ANTICIPATE SWERVE TOWARD OPERATING ENGINE WHEN ENTERING BETA

WARNING DO NOT ATTEMPT A GO-AROUND WITH GEAR DOWN BELOW 400' AGL OR AFTER 20° FLAPS ARE SELECTED

CAUTION DO NOT USE SINGLE ENGINE REVERSE THRUST WITH THE ENGINE POWER LEVER ABOVE FLIGHT IDLE.